



RUDDER FLUTTER

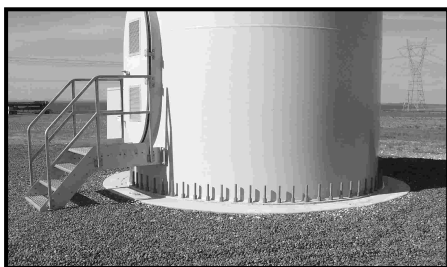
Gone with the Wind

By: Mark Lessor
Aeronautics Aviation Technician

Pilots flying the skies over Idaho have plenty of objects to see and avoid. Trees and mountains come to mind, as well as man made objects such as power lines, water towers, other aircraft, and more recently cell phone towers. Now there is a new structure appearing on a horizon near you.

The Division of Aeronautics recently performed obstruction evaluations on the Fossil Gulch Wind Park, a series of seven 388' wind turbines near the Snake River west of Hagerman. In an effort to get a more useful understanding of this new technology, I requested a site tour. I wanted to see one of these wind-driven behemoths up close.

Until you drive up, it is difficult to grasp how truly large they are. The



monopole tower has a base diameter of nearly 24 feet (above).

The generator (right), rated at 1,500 kW is housed in a fiberglass nacelle the size of a school bus. The combined electrical generation at this site is adequate to meet the residential

requirements of the nearby communities of Bliss, Hagerman and Buhl.

Each curved blade on the "prop" is 90 feet in length and comes equipped with vortex generators (VGs) on the backside of the blade. The VGs serve the same purpose in this application as they do on aircraft surfaces. By keeping the wind from separating from the airfoil (in this case the turbine blade), the turbine becomes more efficient. Standing underneath the descending blade, I was amazed at the lack of wind noise. The blade was barely audible. More noticeable was the hum of the electronics housed on the base of the tower.

My tour "guide," Doug Crockett, is the site manager for Exergy Corporation, owner of the turbines. He gave a short description of what we should expect as we scaled this enclosed tubular steel cliff. I then read over safety information and took a short quiz. Finally the waiver was signed. We clipped into safety harnesses and began climbing the ladder.

The tower is constructed of 3 main sections. Each is nearly 90 feet in height. The tower sections are bolted together,



rather than welded. After climbing each section, a rest break is in order. A platform is located between each section. I don't consider myself to harbor any phobias, however, half way up the second section I began to question that long held assumption. I think the combination of climbing a rather thin-looking ladder into a progressively smaller space created a hybrid fear all its own. After taking a few seconds for

See Wind Farms

Continued on page 7

INSIDE

From the Aeronautics

Administrator.....2

Scenic Easements2

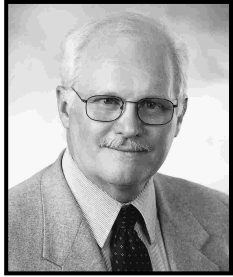
Radio Chatter3

Medical Matters.....4

Ninety-Nines 5

Calendar of Events8

From the Administrator:



It has been some time since I have written for Rudder Flutter and I would like to bring you up to date on several projects that we have been

working on here in the Division. The Idaho Airstrip Network, Idaho Air Transportation Investment Forum, Cascade Reservoir Airstrip and protective language for airstrips in the two new Idaho wilderness bills all continue to develop; however, additional concerns have arisen that have increased the importance of our success with these projects. They are:

- The Reed Ranch airstrip and the Forest Service's desire to close the airstrip once it comes under their control.
- Reintroducing the Congressional bill that would require the federal land managers to receive state

approval prior to closing or restricting the use of any airstrips located on federal property, regardless of whether or not they are located in the wilderness.

- Improving the local area automated weather reporting systems located in the state's remote areas and providing aviator access to this information.
- Liability relief for Idaho private property owners who have public use airstrips on their property.

Although this may not appear to be a very lengthy list, I can assure you there is a considerable amount of work necessary to address these issues.

On another subject, by the time you receive this edition of the Rudder Flutter, many of you will have already flown into the backcountry, or at least are planning to do so. Bob Patrick, Idaho Aviation Association (IAA) President, has written several articles

in the IAA's newsletter, **The FLYLINE**, about responsible and courteous use of our backcountry airstrips. I certainly agree with what Bob has written on this subject and, having spoken with many IAA members, I know most understand that airplanes and discourteous flying upset those who wish to enjoy the wilderness, a trail, the river, or just some quiet. When flying your airplane into our state's remote areas, I ask you to please consider those on the ground that do not fly and don't view airplanes in the same light that we do. We gain immeasurable enjoyment viewing the mountains and a beautiful day from the air. Those on the ground expect the same: to enjoy the mountains and a beautiful day. Let's do our part in helping them achieve just that; **and be sure that you have a great summer as well.**

Bob Martin

ITD Aeronautics Administrator

What are those Scenic Easements?

By: Joe Corlett, Pilot and Professional Real Estate Appraiser

Idaho is blessed with the best airport system in the nation. Many of the airports are located on private lands within wilderness areas or surrounded by public lands. We also have numerous airports on public lands owned by the federal government or the State of Idaho. Scenic easements, conservation easements, or other easements intended to limit the use of properties generally apply to private ownerships and encumber those properties in perpetuity.

I am frequently asked to provide appraisal services for the purpose of estimating the "value" of a

conservation easement on a given property. A conservation easement, scenic easement, or reserved interest deed, as these encumbrances are known, limit the rights of the landowner to varying degrees and are intended to preserve the openness and rural characteristics of the Idaho back country. Thus, a very strict easement will prohibit the landowner from doing almost anything with the property after placing the easement on the land. Some of these easements even allow public ingress and egress to private property. Instead of being able to subdivide the land, use it commercially, or generally enjoy the full bundle of rights, the landowner may only be able to have restricted use into the future such as limited

grazing or agricultural pursuits. Some easements are less restrictive, and can allow for a continued commercial use or limited subdivision of a property.

The first stage in the conservation easement process is determining a need to "protect" one of these properties. This is usually done by one of the agencies such as the U.S. Forest Service, the Bureau of Land Management, the Bureau of Reclamation, the National Park Service, the Bonneville Power Administration, or other entities of the federal government. Additionally,

See Easements

Continued on page 9



Radio Chatter

**By: Frank Lester,
Safety/Education Coordinator**

Where Have All The Pilots Gone?



Recently, the Idaho Safe Pilot Program was placed in limbo, suffering from several maladies whose identities have been difficult to

determine and the cure even more elusive. Many reasons have been given for abandoning this venerable program, far more than those given for resuscitating it. However, one fact can not be ignored: this is a grass-roots program with a very unique Idaho identity.

Over the past several months, while searching for the golden defibrillator that could bring the program back to life, we contacted several other state aeronautics offices to see how they approached this issue. Without exception, no one had a similar program. All deferred to the FAA and their Wings program. I can understand why they would: Wings requires flying and safety seminars; we require flying and safety seminars. They have wings; we have buttons. The FAA's budget is significantly larger than ours; our buttons are very expensive. Think about it... Idaho is the ONLY state that has its own safety recognition program. Wow! Are we cool! So where is everybody?

In the eight years I have been conducting the Safe Pilot program, I have noticed two trends: First, the same pilots participate each year; and second, that number is dwindling. It is the same trend I see in the attendance at all safety seminars, something I call the "Gray Beard Effect" (GBE). This is purely an unscientific observation mind you, but GBE results when most of those of us in attendance (the GBs) have begun to show a slight graying at the temples (not much, just a little) and have probably forgotten how long

they have been in the cockpit. Some may even have certificates signed by one of the Wright Brothers. So where are the young pilots, the students, and the flight instructors? Why don't they participate in these safety activities?

I am asking for your help to find an answer. I would like you to take a moment or two and answer three simple questions for me:

1. Have you ever heard of the Safe Pilot Program?
2. Have you ever participated in the Safe Pilot Program?
3. If you answered "NO" to either of the first two questions, what could be done to encourage you to participate in the Safe Pilot Program? If you answered "YES" to either of the first two questions, how would you change the program to make it more relevant or appealing?

Please send your answers to me by email to frank.lester@itd.idaho.gov; or by snail mail to 3483 Rickenbacker St, Boise, Idaho, 83705; or fax it to me at 1-208-334-8789.

This is an activity that is entirely unique to Idaho. Help me find a way to save this important program.

Aviation Career Education (ACE) Academy Heroes...

The 2005 ACE Academy wrapped up another successful event last month. Twenty-three high school students enjoyed four days of activities designed to broaden their perspective on career opportunities in aviation. The successes we realized couldn't have happened without the assistance of many organizations and volunteers.

I would like to specifically single out those organizations who sponsor scholarships, making it possible for students to attend ACE Academy who normally would not have the opportunity. These organizations include the Idaho Aviation Association (IAA), the Warhawk Air

Museum John Hubler Memorial Scholarship, the Lynn Clark Memorial Scholarship, the Experimental Aircraft Association (EAA) Nampa Chapter 103 – who donated three scholarships and our newest addition, the Idaho Business Aviation Association (IBAA), who, through Mike Pape, donated four more scholarships.

We would also like to thank the volunteers who donated their time and energy to try to keep up with this group: Dale Alexander, Sandra Peters, Paul Verhage, the Idaho Ninety-Nines for hosting the breakfast, and the IAA for hosting the picnic (and Jerry Terlisner, the chef).

We can't forget the volunteer pilots who not only donate their time but also their airplanes to fly the students: Mike Pape, Mark Lessor, Steve Swann, Tawni Swann, Jeff Towner, Ron Gulley, Ed Dickman, Mike Weiss, Joe Corlett, Jerry Terlisner, and Dennis Scifres.

Many of the students come from out of town and we solicit the help of local families to house some of these students. Steve and Tawni Swann took five (yes, I said 5) teenage boys into their home for that week and Jon and Sonja Whipple, who's son was attending, took in three boys. Wendy Frazer also helped us out by taking in two girls. Whew – I think they deserve a medal for their mettle!

Many thanks to all the ACE Academy heroes whose support has made this event so successful and especially those whose assistance have made this opportunity available to every high school student in Idaho.

If you know someone who would like to attend the 2006 ACE Academy, or would like to view photos of past academies, go to www.itd.idaho.gov/aero and click on the ACE Academy link. An application and poster will be available soon.

See Radio Chatter

Continued on page 10



Pilot–Fit or Fat? More on Diet and Exercise

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

FLASH! Alert Idaho Pilot Saves Thousands from Obesity!

Much to our surprise and relief, somebody actually does read this column. Ron Goin and Johnny Stewart wrote to point out an error in the conversion from metric to pounds/feet in last issue's **Pilots and Metabolic Syndrome** article. The correct conversion number is 703, not 789 as originally stated. Many thanks for taking the trouble to write and correct our mistake.

There is more: An article in the June, 2005 **Scientific American** by W. Wayt Gibbs summarized a number of recent publications questioning whether the adverse health effects of obesity are as dire as claimed by the Centers for Disease Control, the U.S. Department of Health and Human Services and the World Health Organization. Mild obesity may cause only a statistically insignificant increase in mortality after subtracting the effects of age, race, gender, smoking and alcohol consumption (sound like any pilots you know?). Some studies even show a lower risk of premature death among the overweight compared to those defined as having a "healthy weight." There is also the question of self-interest causing bias in the reported consequences of obesity i.e., warnings that support increased funding for obesity research, pleas to insurance companies to cover weight-loss programs and surgery, and justification for the approval of new drugs.

So, should a pilot just sit back with a big Buddha-belly and smile? Hardly! A change in the estimate of excess deaths due to obesity from 400,000 a year to between 30,000 and 100,000 should not send one out to celebrate with a banana split or two. Increased risk for hypertension, diabetes, hyperlipidemia, arthritis, cancer, etc., remains; but as we noted, relatively modest weight loss (10-15%) can result in significant risk reduction. Lower weight improves energy and

helps reduce back pain; but the goal is not only to lose weight, but also to sustain that weight loss. Yo-yoing between normal and overweight may be more harmful than just maintaining heavier weight. One study which looked at deaths and related them to Body Mass Index (B.M.I.) showed the interesting result that people were less likely to die if they were mildly overweight. This meant a B.M.I. of between 25 and 29.9 as opposed to a B.M.I. of 18.5 to 24.9 which is defined as normal. That is a little on the lean side for normal, and adding fat to get into the "overweight" category is not a prescription to lengthen your lifespan. Assuming you have none of the risk factors for cardiac disease, weight may not be as important as physical fitness, but that is hardly a revelation.

As was written in our previous article, how to lose weight is a very difficult and complex problem for each individual, but there are some simple factors to consider: The most obvious is that your body acts as an adding machine. If you put more in than you use up in terms of calories, you will gain weight. If you put in less, you will lose weight. Simple, but difficult; any plan you take up needs to be balanced in terms of vitamins and other elements such as calcium and must avoid the stress of unrealistic expectations. The "wonder" diets often involve weight lost from dehydration to get those quick and all too short weight losses. What you need to lose is that extra fat. So pick a diet that you can live with, that is nutritionally balanced, and stick with it. It will take up to a year to effectively loose that 10 pound target, but if you have lost it slowly and safely you are much more likely to keep it off. In addition to a good and medically sound diet plan, here are some other recommendations that can help trim the spare tire:

- Get a workout in before breakfast. Since you are already fasting, the

body has limited glucose stores to use; it will metabolize fat to feed those early morning moving muscles.

- Use a diet of more dairy than meat. The non-fat or low fat dairy foods have calcium which helps with the risk of osteoporosis and seems to help the body metabolize fat more efficiently.
- Stay away from drinks that pack in the sugar such as pop. An average can of pop has at least 150 calories and with the "50-gallon-drum, super-sized" drinks you can get at the pop dispensers it is easy to completely blow through a workout's weight loss in one "Big-Gulp."
- Do some light exercises such as walking after dinner to signal the body to store the dessert not as "hard" fat but as "quick release" fat that you can easily burn through with your before-breakfast exercises. Send your body the correct signals and it won't get lost in the fat.
- Use snacks that are higher in protein and complex carbs so that the body has to work a bit harder to assimilate them. This leads to less insulin being secreted and a better storage of the energy for use in your workout.

Set reasonable and sustainable goals. Avoid the "effortless fix." Drugs, surgery, and crash diets have significant risks and often minimal long term benefit. Lifestyle change is more important than waist reduction. A regular exercise program without weight loss is probably more beneficial than weight loss without exercise but remember, in general, you are physically fit for the life you lead. Humans are incredibly adaptable. They inhabit the Earth in all the varied

See Fit or Fat?

Continued on page 5



The Ninety-Nines and Airmarking

By: Jan Peterson, Idaho Ninety-Nines

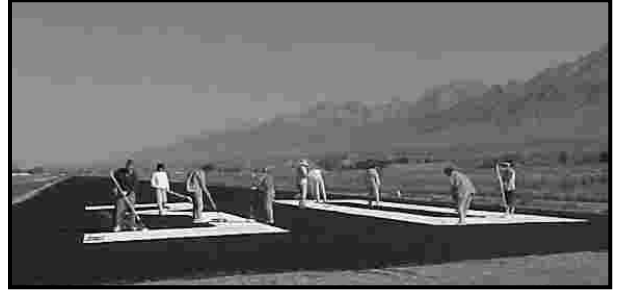
One of the many activities that the Ninety-Nines (International Organization of Women Pilots) participate in is "Airmarking." Each year Ninety-Nines volunteer their time to paint the airport names, compass rose symbols, numbers, and other identifications on airports.

The program of identifying airports to pilots was started as the National Air Marking Program, the first U.S. government program conceived, planned and directed by a woman with an all woman staff. In 1933 Phoebe F. Omlie was appointed Special Assistant to Air Intelligence of the National Advisory Committee for Aeronautics, the forerunner of the National Aeronautics and Space Administration. The following year Phoebe convinced the chief of the Airport Marking and Mapping Section of the Bureau of Air Commerce to institute a program where each state was divided into sections of 20 square miles. Where possible, a marker with the name of the nearest town was painted on the roof of the most prominent building at each 15 mile interval. If the towns were far apart, white painted ground markers, such as rocks and bricks, were used. At the time the program was established, few pilots were flying on established airways or had the benefit of radios. By the middle of 1936, 30 states were actively involved in the program, with approvals given for 16,000 at a cost of about one million dollars.

But then came the war. After the bombing at Pearl Harbor in 1941, the U.S. Government determined that marked airports along the east and west coast were obvious targets for enemy identification and attack. Consequently, Blanche Noyes, who had set about the work of marking some 13,000 sites, went about the work of blacking out those very markings she and her team of women pilots had diligently created.

After World War II, Blanche Noyes was in charge of the air marking division of the Civil Aeronautics Administration. Blanche believed that it was critical to not only replace the airport markings that were removed during the war for security reasons, but also to add even more navigational aids. And thus the work began all over again.

Under the guidance of Beth Shannon and Bev LaBrie, in the past two years the Idaho Ninety-Nines have completed airmarkings at Payette, Murphy, Mackay, and just this month touched up the compass rose at Caldwell airport. In addition, the Idaho Ninety Nines have airmarked Homedale, Jackpot, Jerome, Burley, McCall, Hailey, and the white rocks as runway markers at Smiths Prairie.



Mackay Airport

So the next time you're flying, look down and imagine flying your biplane over those small towns in the late 1930s and how comforting it must have been to see that runway with your destination's name clearly painted on it. For that, you could thank early members of The Ninety-Nines for leading the way in the airmarking efforts of the 20th century. And if you see a woman pilot at the airport with white paint on her shoes, you just might want to say a thank you!

The Idaho Ninety-Nines will be sponsoring a Poker Run from the Boise area to Jackpot on Saturday, September 10th. The run is open to all pilots and should be a fun time and a great way to wrap up the summer flying! The designated airports are still being chosen.

For more information please contact Stacey Budell at homeav8r@prodigy.net or 880-4244, or Mary Christofferson at maryc5741@aol.com or 342-0514.

Fit or Fat?

Continued from page 4

climates and terrain from Point Barrow to Tierra del Fuego and all points in between. If you really want to change your body, you have to change your activity as well as your diet. That means increasing your work by incorporating increased activity into your way of doing things: fidget; pace; stand instead of sitting. Walk up stairs instead of using the elevator or

escalator. Carry your groceries in a bag instead of using a cart. Park at the farthest end of the parking lot; walk to the store even if it is raining. Learn to like unsweetened and low fat foods. Drink skim milk. Drink water. Drink iced tea. Don't butter your bread. Use yogurt instead of sour cream on your baked potato. Avoid fried foods (French fries, tater tots, etc.), marbled cuts of beef, chicken skin, foods made with lard (eg. tortillas and pie crusts), sauces

and gravies. Drink alcohol in moderation. Cut down on your portions. Don't snack between meals; take a part of your meal to serve as a snack, if you must. You may say, "But I don't like that" or "That's not my style." True; but that is why you look the way you do. You can learn to like it. As a family doctor I know once said, "Eat what you want, do what you want, die when you're supposed to."



August 12 - 14, 2005

The Idaho Division of Aeronautics, City of McCall, McCall Airport
and the FAA invite you to the

McCall Family Fly-In

McCall Municipal Airport (MYL) • Tower 127.9 • Ground 121.6



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- ★ Boy Scout Aviation Merit Badge Class
- ★ Party in the Park at Village Square
- by Si Bueno (Fri. Night)
- ★ Hangar Party with Cee Dub & Music (Sat. Night)
- ★ Concessions Off the Grill by Si Bueno (Sat. Lunch)
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- ★ Flying Poker Run
- ★ Skydive Demo by Skydive Idaho

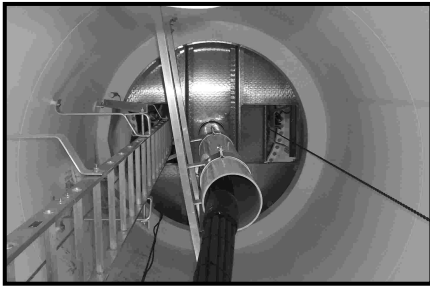
Thanks to our sponsors:



Wind Farms

Continued from page 1

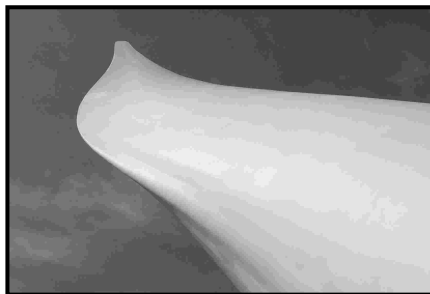
some positive affirmation and deep breathing, I regained my composure and climbed on. After some 25 minutes



of climbing, we reached the platform just below the generator. This area was well lit with fluorescent lights. As we caught our breath, Doug told me of a worker who had unwillingly sacrificed his last meal due to the swaying of the tower in the wind. Today I could just barely feel the wind on the structure.

We opened the hatch and the first thing I noticed was the two foot diameter, solid-steel main shaft joining the blade hub to the generator. Doug pointed out the different components of the generator, and asked if I wanted to see the view from top.

I had come all this way hoping for the opportunity to stand on "the summit." I stood up in the man-hole sized door, clipped my safety harness onto something that looked and felt secure, then eased out onto the top of the nacelle. At first it was all I could do to stand upright. A crouched position just felt more secure. Slowly I stood up. This perch provided an excellent view of the surrounding area,



but my attention was drawn to the turbine blades. They had a very graceful shape and appeared longer than the advertised 90 feet.



Looking down, Mark's dad from 388 feet.

I took a few pictures, one last look around, and crawled back down the ladder into the nacelle. The journey down was physically and mentally much easier. Overall, I was amazed at the similarities in technology between the turbine structures and the surfaces of an aircraft. This observation is as close as the two should come to each other.

As fascinating as they are, these turbines need to be given wide berth by aircraft. The Fossil Gulch Wind Park will show up on the sectionals, and four of the seven are currently lit for both night and daytime operation.

The Fossil Gulch Wind Park is the first of what may be the largest wave of obstructions since cellular phone technology arrived in Idaho. According to the Idaho Division of Water Resources, Idaho is ranked 13th in the nation for wind power potential.

A wind map of Idaho, which can be found at: www.windpowermaps.org, shows the most suitable areas for this technology lie in the southern portion of the state, with a smaller section stretching along the Idaho/Washington border between Coeur d'Alene and Lewiston. Proposals for large concentrations of turbines have been announced for ridgelines south of American Falls, Burley, and east of Pocatello. Construction was due to begin on a 43 turbine wind farm 10 miles southeast of Idaho Falls on July 1.

Unlike cellular phone towers, which are typically solitary and scattered, these arrays will tend to be clustered. This should make it easier to alert pilots of the pending construction, and to identify and avoid the turbines once they are constructed.

Although the Division of Aeronautics has no final say in whether or not a wind farm proposal is approved, we will continue to evaluate each wind turbine proposal and try to provide updates through the Rudder Flutter on these "wind farms" as they become operational. Our lighting requirements will, in most cases, mirror that of the FAA, but the State can, and may, require additional lighting should it be deemed necessary. White paint will take the place of a high intensity white strobe for daytime marking. The end towers in a line of turbines will always be lit at night, as will the most prominent in a group. Typically, the turbines in between will be lit in an alternating manner. Pilots should not assume that a "dark spot" in a row of lighted structures implies safe passage.

See and avoid these wind farms and the downwind turbulence they may produce.

Pilots must still ensure they have the latest information pertaining to each flight such as current charts and NOTAMS to aid in identifying and avoiding these graceful-looking giants. Thorough preflight planning remains your best guarantee for a safe flight!



For more information go to:
www.gepower.com/about/press/en/2005_press/030205.htm.



Calendar of Events

AUGUST

- 1-5 **LEGO Summer Camp**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 9 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 12-14 **McCall Family Fly-In**, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8776, www.itd.idaho.gov/aero
- 13 **Smith Prairie Flight**, www.topfunflyers.com, Steve Clements, 323-1585
- 13-14 **B-25 Invitational**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 16 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 20-21 **Garden Valley Flight**, www.topfunflyers.com, Steve Clements, 323-1585
- 23 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 27 **Bernard Airstrip Workparty**, Eric Pedersen, 208-634-1775, supercubep@frontiernet.net

SEPTEMBER

- 3-5 **Labor Day Weekend**, Donnelly, www.topfunflyers.com, Steve Clements, 323-1585
- 10 **Poker Run to Jackpot**, Stacey Budell, homeav8r@prodigy.net, 880-4244, or Mary Christofferson at maryc5741@aol.com, 342-0514
- 12-18 **www.airrace.org/indexJS.php**
- 23-26 **Alvord**, www.topfunflyers.com, Steve Clement, 323-1585
- 24 **Ontario Air Faire - FREE Admission!!!**
Cheryl Cruson, (541) 889-3747

OCTOBER

- 1 **Idaho City**, www.topfunflyers.com, Steve Clements, 323-1585
- 8 **Murphy**, www.topfunflyers.com, Steve Clements, 323-1585
- 15 **Chriss Monk Memorial Jackpot Flight**, www.topfunflyers.com, Steve Clements, 323-1585
- 21-22 **Flight Instructor Refresher Clinic, Lewiston**, Division of Aeronautics, Tammy Schoen, 208-334-8776, tammy.schoen@itd.idaho.gov
- 22 **Day Fun Fly**, www.topfunflyers.com, Steve Clements, 323-1585
- 27 **Officer Nominations**, Idaho Pizza, www.topfunflyers.com, Steve Clements, 323-1585
- 21-28 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446

NOVEMBER

- 5 **Fun Fly**, - www.topfunflyers.com, Steve Clements, 323-1585
- 13 **Warhawk Vet. Breakfast**, www.topfunflyers.com, Steve Clements, 323-1585
- 19 **Turkey Drop**, www.topfunflyers.com, Steve Clements, 323-1585
- 24 **Meeting moved to Dec 8**, www.topfunflyers.com, Steve Clements 323-1585

DECEMBER

- 8 **Fun Flyers Meeting**, - www.topfunflyers.com, Steve Clements, 323-1585

Email your event information to tammy.schoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the Aeronautics website.



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Hypoglycemia – Don't Fly Too Low!

By: Dr. Holly Carling

Blood sugar, fats, proteins, minerals and water are some of the nutritional components which play a significant role in brain chemistry, the sharpness of the thought process and how the body feels overall. This article will address the role blood sugar plays in this process.



Hypoglycemia is essentially a state of malnutrition to the body and especially the brain. As one of the essential components for brain function, there needs to be enough glucose reserves in order for it to function properly. If not, the pilot could experience poor mental efficiency, weakness, and if severe enough or of sufficient duration, can lose consciousness. Hypoglycemia can impair even simple brain functions. Unfortunately, the pilot may not be aware of the increased effort required to perform more complex tasks. As such, this article is designed to bring this issue to the awareness of the pilot.

There are several known flight incidents that were directly attributed to hypoglycemia. There are probably many more, but since blood sugar levels deteriorate rapidly in the post-mortem body, it is difficult to accurately determine.

• **Symptoms:** It is important for the pilot to recognize the symptoms associated with hypoglycemia. They include: fatigue, foggy thinking, shakiness, forgetfulness, drowsiness, exhaustion, depression, crying spells, indecisiveness, uncoordination, dizziness, blurred vision, unprovoked anxiety, a numbing feeling in hands, arms, face, tingling lips, nervousness, irritability, stomachache or nausea, headache, sweating (cool), rapid heartbeat, confusion or disorientation, weakness and hunger. More advanced hypoglycemia also includes slurred speech, and tremors. Other than losing consciousness, fatigue is one of the more serious symptoms for a pilot; although, the others will obviously get you into a lot of trouble as well. Most often this occurs when you miss or delay a meal. Note that the onset of these symptoms is commonly very slow to occur. You may experience only one of the symptoms, and as a result, it may go unnoticed.

• **Effects on Performance:** The brain is highly dependent upon glucose for oxidative metabolism and function. Reaction time slows, multitasking diminishes and short term memory deteriorates. The visual pathways in the brain are affected, altering spatial perception and visual associative function. Simple visual stimulus during tests has shown a decrease in active response in the brain.

• **Causes:** Missed or inconsistent meals; meals consisting of coffee, a

candy bar or pastry; or diets high in refined carbohydrates such as white rice, potatoes, bread, cereals, grains, beans, legumes and most of your "white" foods along with low protein. Protein, fats and fiber in the diet tend to stabilize it. Other Causes: Ethanol in alcohol, hypoxia, and certain drugs.

• **Solution:** The best solution is proper meal planning. According to Flightdeck Performance "It has been suggested that pilot performance can be affected by both the timing and type of food intake prior to travel". Put a protein bar, trail mix, and/or cut up fruit as well as a box of Juice in your flight bag. About 15-30 minutes before your approach, eat the snack and/or drink the juice.

• **NOT a solution: ASPARTAME!** Signs and Symptoms of an overuse of this sugar substitute: Memory loss, headaches, migraines, blurred vision, blindness, seizures, dizziness, hearing loss, muscle spasms, nausea, heart palpitations, numbness, slurred speech, insomnia, fatigue, severe rashes, anxiety attacks, breathing difficulty, loss of taste, ringing in the ears, and pituitary tumors. It is a dangerous chemical and has no place in a pilot's diet!

Dr. Holly Carling is a Doctor of Oriental Medicine; a Licensed Acupuncturist; a Doctor of Naturopathy; a Clinical Nutritionist; and a Master Herbolologist. She has been in private practice for 25 years and is a new contributor to Rudder Flutter. She is an instrument rated private pilot living in the Coeur d'Alene area. – Editor

Easements

Continued from page 2

trusts such as The Nature Conservancy, The Conservation Fund, Trust for Public Land, or a variety of other land trusts organized as 501(c)-3 corporations usually become involved. Typically, the property is located in a "sensitive" area with either critical riparian or range habitat land areas. Most private wilderness inholdings are located either on wild and scenic rivers or their tributaries. Therefore, most private ranches qualify for some form of compensation should the

landowner wish to encumber the property with an easement or other restriction. Under the 1980 Wilderness Act, the federal government is expressly prohibited from condemning properties that are considered fee simple title within the confines of the wilderness. However, the federal government is not precluded from obtaining conservation easements or other forms of encumbrance on the private property rights. The compensation paid to the landowner can be in a cash form or as a charitable contribution to one of the trusts. Once there is an agreement by the

parties, including the landowner, an appraisal is ordered from a qualified certified general appraiser.

A conservation easement appraisal assignment generally involves two appraisal analyses on a single property. The first appraisal is done on the property in an "As Is" condition without the proposed easement or encumbrance. This represents the market value of the property. This is the higher of the two values estimated by the appraiser.

See Easements

Continued on page 11



Radio Chatter

Continued from page 3

Say Hello to Steven and Mary Ann Richards!



Steven and Mary Ann Richards in Ecuador.

Volunteers Make Our Airports Look Good!!!

Thanks to the many volunteers who give of their time to help maintain the Idaho's airports. You deserve the thanks.

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15th of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



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April 23, 2005

Steve & MaryAnn are pictured refueling their TU-206 at Guayaquil Ecuador, South America where they turned around on their 18 day trip to South America from Idaho.

They did 26 landings and flew 78 hours. Landed in 6 foreign countries. Weather briefings were as good or better than in the USA. We got printouts of enroute and terminal forecasts, maps of the winds aloft and maps of the clouds. Center would give weather ahead when we asked for it. All ATC was extremely polite always wishing us a safe and happy flight when they handed us off to the next control frequency. A lot of women in ATC in Central & South America. When we had weather difficulties they led us by the hand to a safe landing.

When we were too low for control to reach us they would have a plane patch thru a message to us and he always bid us a safe and happy flight. Next year we will go all the way around South America.

Johnson Creek: Mark Young, Division Airport Maintenance Manager, passed on the following:

Last fall the Division hired a local Yellow Pine resident to thin trees and limbs in the north camp area. This will help give more trees a better chance to grow, as well as reduce the fire threat in the area.

On April 23rd nearly thirty volunteers from the IAA showed up to assist in cutting firewood and hauling treetops, limbs and other debris from the camp area to a wood chipper. Mark estimated at least ninety man-hours of work was completed by volunteers, on a dreary day, saving several days of work by Division personnel. Many thanks for their unselfish hard work.

...Gene and Cody Hargett at Johnson Creek.....simply fantastic:

"Hello Mark (Young), I'm a Bonanza owner/pilot from New Mexico. Just a quick note to let you know how much my wife and I appreciate the beautiful aviation facility at Johnson Creek. We just got home from our third visit to 3U2. Gene and Cody Hargett do a simply fantastic job of making pilots feel welcome and maintaining all the facilities at the highest level.

By the way ... we always try to support Idaho aviation by loading up on fuel for the trip home at Reeder Flying Service at TWF or McCall Aviation at MYL.

We are already looking forward to next summer's visit.

Thanks again, Ralph & Renee Scargall, Las Cruces, NM, Bonanza N214DR"

Magee – Cudos to Mike Nickerson: Jim Gipe of the Montana Pilot Association passed this along to me...

"Hi Frank, I will share some of my thoughts with you but I can't take any credit (yet) because I have only spent one day mowing at Magee. I hope to be involved in the future, it is



Magee

See Radio Chatter

Continued on page 11



Radio Chatter

Continued from page 10

a real gem and we all enjoy it so much. I got interested because of Mark Young's request in the winter issue of the Rudder Flutter asking for help in maintaining the Magee airstrip. Several of us MT pilots have flown into Magee over the past few years and never questioned who was responsible for keeping it like a park. Now we know it was the Coeur d'Alene chapter of the IAA, and after talking to Mark I found out it was primarily Mike Nickerson from Post Falls, ID. Mike needs a big thanks from all of us who just took for granted all the hours of mowing and care he put into this great backcountry airstrip so we could all enjoy it. There are other

IAA members who have helped and some have signed on to help this summer so we can finally give Mike a break.

If you haven't been to Magee do it this summer, there is a fine place to camp right on the runway with running water, tables, tent sites. Right across the road the Forest Service has a really great looking cabin for rent, should be a great place for a weekend. Give the strip a good look before you land, I see tracks of all kinds on the



runway, they seem to think it's their private pasture.

Good Flying, Jim Gipe, MPA"

Easements

Continued from page 9

The second step in the assignment is to appraise the property as if the easement is in force. The appraiser analyzes the severity or restrictiveness of the easement, and attempts to find sales of similar properties with similar encumbrances. The appraiser may use unencumbered sales that have no development potential if no similar encumbered sales can be found. This appraisal analysis will result in a lower value estimate because of the restrictions on the property.

Finally, the "value" of the easement is measured by deducting the "after" or second value estimate from the "before" or first value estimate. This difference reflects the owner's loss in value which can then be compensated with cash or tax benefits. It should be noted that any benefit or value increase to an owner as a result of the easement placement is offset against the compensation. This is typically handled in the "after" appraisal.

Some nuances exist in the conservation business. Conservation easement documents are being replaced in some areas with reserved interest deeds. In my simple-minded mentality, I generally feel that

conservation easements tell the owner what cannot be done or what is prohibited conduct on his land. Conversely, the reserved interest deeds list what can be done on the property. Thus, you cannot do anything that is not listed. Reserved interest deeds can be a bit more defensible for the dominant estate or the entity holding the easement, which usually ends up being a federal agency.

Most of us have heard of these scenic easements. The Stanley Basin area is encumbered to the extent of about 80% of the private holdings. Other notable properties with these easements include The Sulphur Creek Ranch, Pistol Creek Ranch, the Middle Fork Lodge, Yellow Pine Bar, White Water Ranch, Campbells Ferry Ranch, Mackay Bar, Shepp Ranch and the Selway Lodge. As long as these properties stay in private hands, we as pilots will not see much change. However, if the properties end up in federal ownership, we may see some very negative changes up to and including the closure of existing airports.

The most recent acquisition is the Seminole Ranch on Moose Creek near the Moose Creek Airport. According to information provided to me, the Seminole Airport is now closed; and the extensive improvements made to the property

will either be removed or destroyed by the U.S. Forest Service. The Forest Service contends that the public already has the benefit of airplane access at Moose Creek less than a mile away. However, destruction of these improvements to the Seminole Ranch, together with the runway closure, will further degrade our ability to access and enjoy the wilderness areas, as well as destroy the cultural and historic value of a homestead site which is supposedly preserved by the Wilderness Act.

While conservation documents generally preserve the character of properties, and should be considered to be in the public interest, there can be many pitfalls for the landowner. The greatest problem can be the inflexibility of a document authored years earlier. Husbandry practices or methodologies can change over the years, and as such, may not be permitted by an older easement. This causes the landowner to be in conflict with the terms of the document while trying to comply with the original intent. Well written easements should avoid this problem. Overall, the conservation programs should be continued and supported. Owners should consult experts on all of the issues **before** conveying **any** restriction on their property rights. Once a restriction is in place, it is extremely hard to change.



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